





Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. F. v. Blosz	WEDNESDAY, 7th April, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULO" Capt. H. Fomes	About WEDNESDAY, 7th April.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 23rd April, 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	...TOKIN	...Charbonnel	12th April, P.M.
MARSEILLES, VIA PORTS	...CALEDONNIEN	...Brucé	13th April, at 7 P.M.
SHANGHAI, KOBE, YOKOHAMA	...OCEANIC	...Magosa	16th April, P.M.
MARSEILLES, VIA PORTS	...ERNEST SIMONS	...Girard	27th April, at 7 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

\* Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

(Interpreters meet passengers at their arrival in Marseilles.)

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDING.

Hongkong, 30th March, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

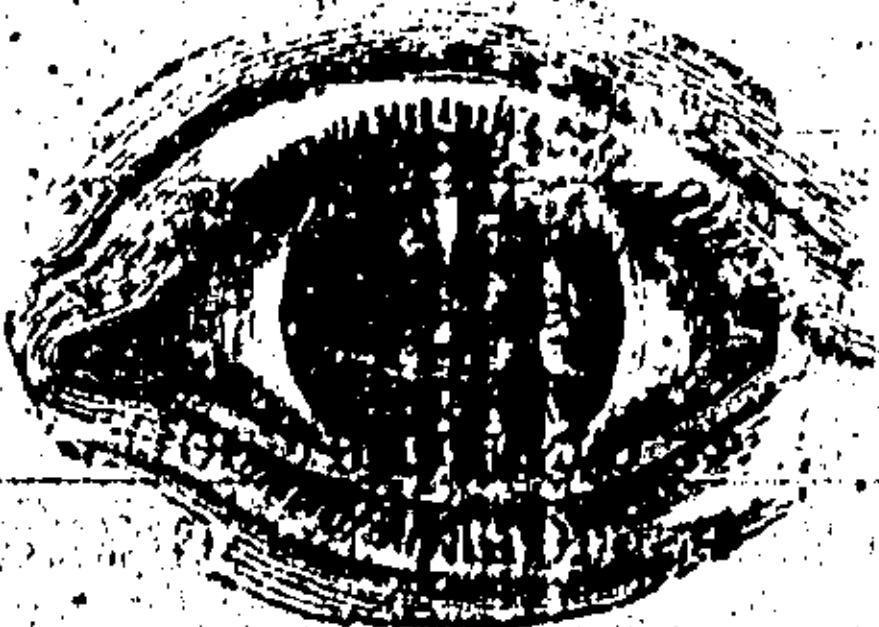
These superb steamers carrying the French Mail are fitted throughout with Electric Lights and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.  
Ask or write for Illustrated Booklet on "Defective Sight" free.  
LONDON, CALCUTTA, SHANGHAI, 10, Bealock Street, 506, Hongkong Road.  
John Jacob, Bealock Road, W.C. Hongkong 2nd March 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin-Screw Tugboats are available for taking Vessels in or out of Dock; and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebert, Sootts,

A. I. and Watkins.

Yokohama, May 13rd, 1905.

PHILATELIC NOVELTY  
suitable for  
PRESENTS.

BAOS OF USED POSTAGE STAMPS.

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$3.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 3.00	1,000 " 1.50
500 " 1.00	500 " .50

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPES, MANILA CIGARS AND CIGARETTES, &c., &c., &c.

Inspection invited. GRACA & Co., No. 27, Des Vaux Road.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS
7.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT CARS.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

SUNDAYS
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.  
SATURDAY.  
Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

the Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURYS CHOCOLATE,

PERNOT BISCUITS.

&c., &c., &c.

Hongkong, 21st November, 1908

F. BLACKHEAD & Co.,  
SHIPCHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$15 per annum.  
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free, when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$7.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, 10c each. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)  
There will be no rebate to Missionary Subscribers as heretofore.

By Order, THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 2nd December, 1908

RUSSIAN TRADE IN  
MANCHURIA.

The 1908 report of the Harbin Stock Exchange committee furnishes a good deal of valuable material concerning the condition of Russian trade in Manchuria. The facts supplied deal both with the diffusion of Russian goods and the export of native agricultural products. In 1908 the manufactured wares of Moscow mills penetrated from Harbin to Shanghai for the first time; the first Russian company was established in Harbin for barter trade with the Mongolians; several new tobacco warehouses were opened in Southern Manchuria, i.e., in the Japanese zone; one of the Harbin railway men, become sub-agent of the South Manchurian Railway for the supply to the latter of Russian hardware for railroad requirements. During the same year Russian exporters consigned to Holland and Germany by sea, via Vladivostok, the first shipments of Manchurian wheat and rye, and to London several shipments of beans; the supply of timber to the South Manchurian Railway was begun from Harbin yards, and the experiment was made of exporting the same via Vladivostok abroad; and the export of eggs to Zibakalie was undertaken.

An auction room was opened at New Year in the Harbin bourse, the first of the kind since the foundation of the town in 1898. It was brought into being by the persistent need for the provision of some central spot where everybody might repair with his supply of goods. The fact is that the rest of shop premises in the best Harbin streets is unconsciously high, while trade, on the other hand, is badly depressed. Very many merchants, both Russian and Chinese, are anxious to dispose of large stocks of goods on hand, even at a heavy sacrifice, but it is extremely difficult to find buyers in such cases. At auction, on the other hand, as experience has shown, stocks can be more easily got rid of. The auction room or hall is also said to afford a favourable means to Russian commercial travellers for the sale of lots of small wares of various kinds.

THE ASSAULT ON THE FRENCH  
PRESIDENT.

SENTENCE ON ASSAILANT.

Paris, 1st March.  
The waiter Jean Mattis, who assaulted the President of the Republic in the Champs Elysees on Christmas Day, was brought up for trial this afternoon before the Paris Correctional Court. He is prosecuted under Clause 228 of the penal code, which punishes with imprisonment for from two to five years any persons who assault a magistrate. Mattis's counsel argued the incompetency of the Court to try his client, owing to the fact that as Mattis's act was premeditated he ought to be brought before the assizes. The Court, however, ruled that it was competent, and, as Mattis refused to plead, condemned him by default to four years' imprisonment. Mattis appealed, and the case will now come before the Correctional Appeal Court. It is probable that that Court, while confirming the Court of First Instance as to competency, will considerably diminish the penalty.

Intimations.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE  
at  
No. 39, DES VAUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Assize to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.  
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August, 1908

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELSS) FORM.

SELF-CURE NO FICTIO

MARVEL UPON MARVEL

NO SUFFERING

NO DESPAIR

NO DOUBT

NO DELAY

NO PAIN

NO FEAR

NO ANGER

NO GRIEF

NO SORROW

NO MISERY

NO DISTRESS

NO ANXIETY

NO TROUBLE

NO CARE

NO PAIN

NO SUFFERING

NO DESPAIR

NO DOUBT

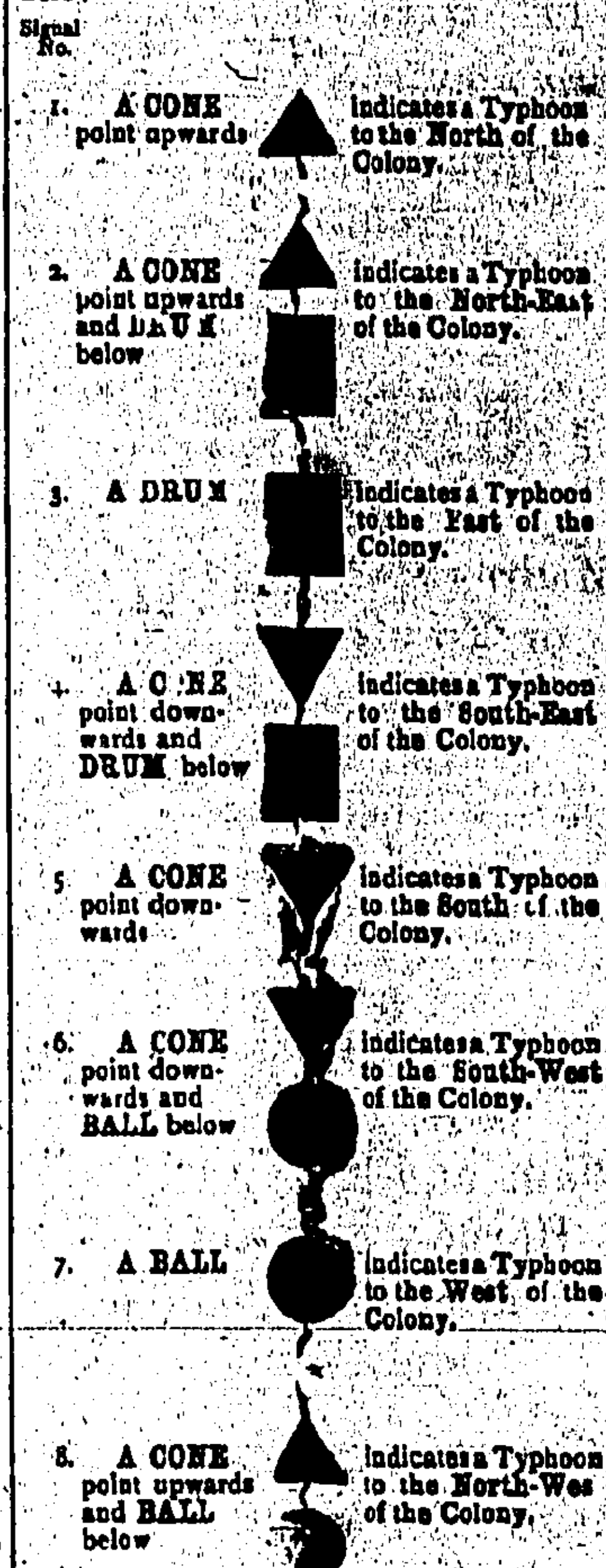
NO DELAY

NO PAIN

WEATHER FORECAST, AND  
STORM WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here—



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist, in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.  
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Cap Rock	Aberdeen
Waglan	Sau Ki Wan
Stanley	Sai Kung
Cape Collinson	Sai Tau Kok
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signal from the H.M.S. Tamar.

F. G. TAYLOR,

Officer in Charge.

Hongkong, 2nd December, 1908



## Intimations.

Powell's

are now showing  
special cretonne and  
curtain designs for  
the spring season

CURTAIN

Madras Muslins in white  
or Eoru with plain,  
Frilled or Fancy  
Bordered Edges  
from 80 cts.  
per yard

AND

Plain and Figured  
Harness and Book  
Muslins in White  
and Eoru

Brise Bise  
Blinds and Screens

CRETONNE

Very special Plain Book  
Muslin Curtains,  
Frilled, 3 sides, in  
White only 3½  
yards long

\$5.75 per pr.  
4 yards long  
\$7.50 per  
pair

SHOW

New patterns in Lace  
Curtains from \$5.00  
per pair 4 yards long

SEE

Latest white ground  
and floral designs in  
washing Cretonne  
for loose covers  
and curtains

WINDOWS

POWELL'S

ALEXANDRA

BUILDINGS

and

28, Queen's Road

A. J. Powell &amp; Co., Ltd.

## Intimations.

THE DAIRY FARM CO., LD.

WE are Specializing in a Line of  
BACON and HAM.  
EXCEPTIONAL QUALITY.  
Only 60 cents a lb.

CUT OR UNCUT.

Hongkong, 27th March, 1909. [39]

THE DAIRY FARM CO., LD.

BUTTER.

"BUTTERCUP" Brand ... 75 cents per lb.  
"DAIRYMAID" " " " 75 " "  
"DAISY" " " " 80 " "

ALSO

FINE PASTRY BUTTER ... 60 " "  
BEST COOKING BUTTER ... 10 " "

On and after 1st April, we will  
make no extra charge for cash  
purchases in small money.

Hongkong, 27th March, 1909. [347]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ... \$1,250,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).

THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 10th March, 1909. [31]

## Consignees.

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANI."

Captain M. Macfarlane, having arrived from the  
above Port, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, Kowloon, and stored at Consignees' risk  
and expense.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on MONDAY, 5th April, at 3 P.M.  
All Claims must be presented within fifteen  
days of the steamer's arrival here, after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 5th April will be subject  
to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 30th March, 1909. [308]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"  
FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd.,  
whence, and/or from the wharves delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 7th inst. will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the  
14th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 7th inst., at 11 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 1st April, 1909. [314]

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."

having arrived from the above Ports, Con-  
signees of Cargo are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel  
will be landed at once, at Consignees' risk and  
expense.  
Cargo remaining on board after 4 P.M. of the  
5th inst., will be landed at Consignees' risk  
and expense.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE DELIVERY of their Goods  
from alongside, such Cargo impeding the dis-  
charge of the vessel will be landed and stored  
at Consignees' risk and expense.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
Underwriter.

DAVID SASSOON & Co., LIMITED,  
Agents.  
Hongkong, 1st April, 1909. [19]

## Consignees.

S.S. "ERNEST SIMONS"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
S.S. "Ernest Simons," from Havre ex  
S.S. "Lorient," and from Bordeaux ex  
S.S. "Lorient," in connection with above Steamer  
are hereby informed that their Goods, with the  
exception of Opium, Treasure and Valuables,  
are being landed and stored at their risk into  
the Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, whence  
delivery may be obtained immediately after  
landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 11 A.M. TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Underwriter. Goods remaining unclaimed  
after MONDAY, the 5th April, at Noon,  
will be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 5th April, or they will not be recognized.

All damaged packages will be examined on  
MONDAY, the 5th April at 3 P.M.  
No Fire Insurance has been effected.

P. DE CHAMPMORIN,

Agent.

Hongkong, 29th March, 1909. [9]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. "Marmora,"  
From Persian Gulf, ex B.I.S.N. and B. &  
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 7th April, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 31st March, 1909. [4]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 9th of April will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 9th of April, at 9:30 A.M.

All claims must reach us before the 11th of  
April, 1909, or they will not be recognized.  
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Underwriter.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 2nd April, 1909. [5]

FROM EUROPE.

THE H. A. L. Steamship

"BELGRAVIA."

Captain Hildebrandt, having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature  
by the Underwriter and to take immediate  
delivery of their goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed at consignees' risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown Com-  
pany, Limited, and stored at Consignees' risk  
and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 6th prox., will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 6th prox., at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 30th March, 1909. [305]

GUNS

DIRECT from the manufacturers at lowest

prices, 12 bore Double Breachloaders

from 25/6 each. Illustrated catalogue of

latest Small Shot Guns, Combination Guns,

Sporting Rifles, &amp;c., post free. D. JAMES &amp;

REYNOLDS, George Street, Manchester, Lancs.

## MANCHUS AND CHINESE.

The nation has not long to wait for evidence  
of the hollowness of at least one of the batch of  
Imperial decrees which were issued on Friday  
last. It may be remembered that so long ago  
as in the beginning of August, 1907, the special  
privileges enjoyed by Manchus officials as com-  
pared with their Chinese colleagues were the  
subject of a decree by the late Emperor,  
Dowager, and the whole question of racial  
jealousies was subjected, for the first time in  
Chinese history, to the investigation of the  
Grand Council and Ministers of State. This  
agony assembly drew up a long, scheme of  
reforms for Imperial approval, recommending  
encouragement of inter-marriage between Man-  
chus and Chinese, indiscriminate appointment  
of officials from both nationalities and repeal  
of the law which forbade trading by members  
of the Bannor garrison. That the latter clause  
at least has not been acted upon is shown by  
the number of small decrees and edicts which  
have been devoted to the question during the  
present reign. Loss of pension, is, doubtless,  
no more obnoxious to Manchus than it is to  
men of any nationality; and thus we find the  
Throne, on December 16 last, reasoning, almost  
pathetically, with the Bannor garrisons, and  
assuring them that its solicitude on their behalf  
need not be taken to imply any immediate  
suspension of the bounties on which they de-  
pend. At the same time it was essential for the  
nation at large that every man should be in-  
dependent, and steps would, therefore, be taken  
to teach the Bannermen a trade which a view  
to removing all distinctions between Manchus  
and Chinese by the time that China should be ripe  
for the promised constitution. It is to be sup-  
posed that the same ideal underlies the decree  
of March 25. The morning regulations, which  
suspend a Chinese official from his functions  
for three years, but a Manchu for no more than  
a hundred days, have been felt to bear grievously  
upon the Chinese. On the face of it the  
decree in question was designed to equalize  
this difference of treatment; and it is, there-  
fore, peculiarly unfortunate that an exception  
should have been made so speedily in favour  
of Grand Secretary Na Tung, under the clause  
providing for special exemption "in the case  
of anyone holding an important office."

It may or may not be correct to regard the  
Grand Secretary as the evil genius of the pre-  
sent administration. He is, in any case, a  
Manchu; and the fact is not likely to be over-  
looked by his Chinese colleagues and sub-  
ordinates in their estimation of the worth of  
Imperial decrees.

If it has to be admitted that the evidence for  
the probable ineptitude of this decree is mainly  
presumptive, that we have yet to see what  
might be done for a Chinese official of equal  
or relatively equal importance to Na Tung,  
when afflicted by loss of a "parent," is none  
the less remains that suspicious have been  
aroused by the exemption granted to the Grand  
Secretary, and that suspicion is the one thing  
which the Government should be most careful  
to avoid. The expulsion of Yuan Shih-kai,  
actuated, as there is reason to believe, far more  
by his efforts to maintain an equitable balance  
between Chinese and Manchus than by  
his attitude in the coup d'état of 1898, is  
not yet forgotten; in spite of the stories in-  
dustriously spread abroad by an obedient  
and well-instructed native Press. Even the  
cashiering of Chen Pi, ex-Minister of Posts  
and Communications, has by no means wholly  
whitewashed the Court. Of the sincerity of  
the Prince Regent himself there would appear  
to be little doubt, but it is less certain whether  
he possesses the strength to resist the pur-  
poses of the camouflaged which he is  
surrounded. That Prince Chun himself is  
fully conscious of the almost inevitable  
isolation in which a supreme ruler is  
placed, seems to be evidenced by what we read  
of his instituting a private memorial box into  
which any one is free to drop his petition with  
the assurance that it will be read by the Regent  
alone, and by the picturesque account of the  
Prince's excursions, incongruous, through the  
streets of Peking. Scarcely a day passes but  
we are told of some fresh device to centralize  
authority throughout the Empire, to impose  
some check upon provincial methods of finance  
or to induce Viceroys and Governors to rule  
wisely and to select suitable subordinates,  
without fear or favouritism. Side by side  
with the decree dealing with the rules for  
official mourning we are presented with  
another which emphasizes again, in the  
vague terms that are becoming only too fam-  
iliar, the urgent need that metropolitan and  
provincial should "give their ablest assistance  
in putting necessary reforms into operation." But  
when we seem to see the negation of one  
Imperial decree almost before the ink is dry on  
the paper, it is not strange if we become sceptical  
of other utterances from the same source;  
and if Prince Chun is to be credited with excellent  
intentions, it seems to follow, already, that some  
one else must be debilitated with plentiful powers  
of thwarting them.

In theory the practice of Imperial decrees puts  
into the hands of the supreme ruler a power that  
is enjoyed by few Governments. To a certain  
extent its functions are limited under the present  
regime, by the apparent need of preliminary  
consultation which may be inferred from the  
inclusion of four or five signatures on every  
edict. At the same time, the power of launch-  
ing ex officio pronouncements on each and  
every subject of moment serves the double pur-  
pose of maintaining the appearance of auto-  
cracy and of bringing the sovereign into direct  
touch with his subjects, and enabling him to  
reveal himself to them, in a manner which  
for a strong ruler, should simplify the work of  
government immeasurably. In an ideal state  
of the Chinese system of administration, the  
claim of mutual responsibility that extends  
theoretically from the lowest to the highest  
would be completed by the influences from the  
Throne proclaimed for all to hear. The  
weak point in this ability of the ruler to explain  
his actions is that he is unable to explain them  
beyond what he is able to explain in the  
place of popular opinion, the moral in-  
fluence of the ruler, the moral in-  
fluence of the ruler, the moral in-

to which the Central Government is now pecu-  
liarly exposed. Within the last four months  
the nation has been flooded with decrees, in  
which more reforms have been promised than  
the last organized government in the world  
could dispose of within reasonable, far less  
within the often specified time. On one point  
alone does Peking appear to be really in  
earnest—the pursuit of revolutionaries, with  
whose existence it is haunted from Achaia to  
Japan, from Canton to Pootung. In every other  
department of public life its energies tend  
mainly to engender a sense of bewilderment.  
The value of a single grain of real achievement  
not contradicted by the "indecisions" of the  
morning, would be inestimable both from the  
standpoint of Government and people. But  
the discrepancy between promise and practice  
is already too wide for much hope on the latter  
score; and meanwhile the conviction gains  
ground that while Manchu officialdom is tem-  
porizing, the Chinese Empire languishes and  
disaffection gains ground.—N. C. D. News.

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Hongkong, 1st April, 1909. [313]

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Hongkong, 25th March, 1909. [292]

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MENT & AGENCY CO., LD.

Hongkong, 1st April, 1909. [15]

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Hongkong, 9th March, 1909. [248]

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Hongkong, 1st April, 1909. [312]

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Hongkong, 1st April, 1909. [52]

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Hongkong, 5th March, 1909. [239]

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Central (formerly occupied by Messrs. Shewan,  
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E. D. SASSOON &amp; Co.,

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Hongkong, 24th February, 1909. [188]

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TSIN TING.

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Hongkong, 1st April, 1909.

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No doubt you have seen in the "such papers  
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medicine or other." If, on trial, you write that  
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refund your money. Now, we have never had  
reason to speak in that way concerning the  
remedy named in this article. In a trade  
extending throughout the world, nobody has  
ever complained that our medicine has failed,  
or asked for the return of his money. The  
public never grumbles at honestly and skillfully  
made bread, or at a medicine which really and  
actually does what it was made to do. The  
foundations of

WAMPOLE'S PREPARATION  
are laid in sincerity and honour, the knowledge  
of which on the part of the people explains its  
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disguise or conceal. It was not dreamed out,  
or discovered by accident; it was studied out,  
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all the nutritive and curative properties of Pure  
Cod Liver Oil, extracted by us from fresh cod  
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Wild Cherry. This remedy is praised by all  
who have employed it in any of the diseases it  
is recommended to relieve and cure, and is  
effective from the first dose. In Anemia,  
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Troubles, it is a specific. It is precisely what  
it is said to be, and has won the confidence  
of the public on that basis. You may resort to it  
with a faith and hope that arise from the history  
of what it has done for others. Dr. Thos. Hun-  
stuck says: "The continued use of it in my  
practice, convinces me that it is the most  
palatable, least nauseating, and best prepara-  
tion now on the market." One bottle proves  
its intrinsic value. "You cannot be dis-  
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All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

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A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 3, 1909.

THE PRATAS ISLAND QUESTION.

OFFICIAL STATEMENT.

With regard to the Pratas Island affair, Mr. Kurachi, Director of Political Affairs Bureau in the Foreign Office, says that the Japanese Government has considered the island as belonging to no country, and has never recognised it as part of Japanese dominion. Under the circumstances, Japan will not hesitate to recognise it as belonging to China if the latter has proved it by facts. It must, however, be remembered that due protection shall be given by the Chinese Government to the Japanese subjects who have been working in the island in good faith since the time when the island was in a state belonging to no nation. Realising the necessity that it has to state the above facts to China and the world, the Japanese Government has already dispatched its plenipotentiary to the Ministry of Foreign Affairs.

GEOGRAPHY AND HISTORY.

As to the geography and history of the island, an official in the Foreign Office states that the island lies in 20° 42' N. Lat. and 116° 45' E. Long., and is 170 miles south-east of Hongkong, and 200 miles south-west of the Pescadore. The island measures one mile in length and half a mile in breadth. In 1858, the captain of a British battleship, reconnoitred the island, and in 1866 two Lieut.-Commanders of Great Britain published a perfect chart of the island. The whole island is covered with shrub. Reefs surround the island to the great danger of ships plying between Manila and Hongkong.

ANTI-JAPANESE FEELING.

The Hongkong correspondent of the Tokyo Asahi writes that with regard to the Pratas Island question Chinese papers maintain that the island belongs to their own country and are trying to form the public opinion in this direction. The Tatsu Maru affair, the papers say, disgraced China, created a boycott movement which has tormented Japan. This measure is to gain victory without appealing to arms. The moment the boycott movement becomes a little abated, Japan begins to be arrogant. Not content with the Kanto question, she tries to open dispute over the Pratas Island. If left to herself, she may attempt to claim Canton. Even if the audacious Japan may contrive to conquer the Middle Kingdom, the Chinese cannot be daunted. In such a way, the Chinese papers are full of inflammatory articles. And they are distributing bills with inflammatory words among the people for the purpose of creating a boycott movement. —Japan Times.

LOCAL AND GENERAL.

THE English mail of the 6th March was delivered in London on the 2nd inst.

HIS Excellency the Governor has been pleased to appoint Mr. Ho Kom Tong to be a member of the Sanitary Board, vice Mr. Fung Wa Chin, for a term of three years with effect from the 6th instant.

THE special sugar-cured bacon and ham, imported by the Dairy Farm Co., Ltd., which we have sampled, are excellent, and we can recommend them as equal to any and superior to most offered in the local market.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending 20th March amounted to 27,048.7 tons and the sales during the period to 30,513.46 tons.

AN Osaka Mainichi telegram dated Kioochou, 25th March, says:—The Revenue of the Maritime Customs at Kioochow since January this year is Taels 243,300, which is an increase of 17 per cent. compared with that of the last year, and the revenue at Chefoo is Taels 164,900 being a decrease of ten per cent. compared with that of the last year.

MR. A. W. Pontius, of the American Consular Service, arrived at Shanghai on 29th ult. from Washington, en route for Swatow, to which place he has been appointed as Consul. Mr. Pontius came to China several years ago, and after studying in Peking as a student interpreter he was appointed Vice-Consul-in-charge at Tientsin, and afterwards Vice-Consul-in-charge at Newchwang. He will proceed to his new post after a week's stay in Shanghai.

IT is notified in the Gazette that Friday, the 9th instant, being a public holiday, and Monday, the 12th instant, being a Bank holiday under the Public Holidays Ordinance, 1875, will be observed as Government holidays. It is also notified that His Excellency the Governor has been pleased to appoint Saturday, the 10th instant, to be observed as a public holiday throughout the Government departments, except the Police Magistrates' Department.

RETURNS of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1909, as certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, \$3,140,073	\$2,400,000	
Hongkong and Shanghai Banking Corporation, 13,599,436	13,000,000	
National Bank of China, Limited, 56,821	nil.	
Total, \$16,809,173	15,400,000	

IN DARKEST TIMOR.

SENSATIONAL EXPOSURE IN OFFICIAL REPORT.

THE Java Government Gazette lately published the official report on the island of Timor and its dependencies for August, September and October last. The story told is one of unrest, dissension, and military operations, taking up sixteen closely printed pages. It is a detailed record of rebellion, arson, riots, disturbances, cattle-theft, robbery, slavery, kidnapping, armed bands prowling about, pillaging, seizure of muskets, firing troublesome villages, marauding, shooting down rebels, villages in revolt, troops retreating before overpowering forces of rebels, defiant messages from insurgent chiefs and head-to-head engagements with insurgents. Details are given of attacks on revolted villages with particulars of chiefs submitted or in flight. People who wonder at the way and wherefore of all this, and find the explanation on reading in the same report of taxes demanded, collected, or unpaid. Sometimes the tax is not paid until money is demanded from the rebels. Sometimes the tax is not paid until money is demanded from the rebels. Sometimes the tax is not paid until money is demanded from the rebels.

"San Cheung" Disabled.

BEACHED AT CASTLE PEAK BAY.

PASSENGERS BROUGHT ON TO HONGKONG.

News was received in the Colony at an early hour this morning of a serious accident that had befallen the river passenger steamer, San Cheung, trading between this port and Canton. Without undue loss of time a salvage party was organized and promptly despatched to the assistance of the crippled vessel as the lies on a sandy bottom in Castle Peak Bay.

As is usual in such circumstances, Dame Rumour has been particularly active and the first news which obtained currency in the Colony to-day, especially the Chinese circles, was to the effect that the familiar steamer had foundered in deep water after striking a rock with a calamitous loss of life in men, women and children being promiscuously drowned. To add colour to the graphic description of the alleged catastrophe, the irresponsible gossipers were also responsible for the report that the Tung Wa Hospital directors had despatched launches to the scene of the reported disaster in order to assist in the recovery of dead bodies.

THE REAL FACTS.

Of the case, however, were gathered by a Telegraph representative, who from official and other sources has been able to disprove the alleged correct reports circulated with so much semblance of veracity, early in the forenoon to-day. When the chairman of the Tung Wa Hospital, Mr. Siu Tak Fan, was seen, he stated that the first news he had had of any mishap to the San Cheung was from our representative. He had not heard of it and so far as the Tung Wa authorities were concerned he could say that they had received no communication asking for assistance and concluded that no lives could have been lost. The conclusion was, happily, subsequently borne out.

"HOI TUNG" TO THE RESCUE.

The official report brought to Hongkong of the accident to the San Cheung was that made by Capt. Alf. C. Broadbridge of the s.s. Hoi Tung, owned by Messrs. Chea Wo & Co. Skipper Broadbridge was piloting his vessel into Hongkong early this morning on a voyage from Kongmun on the West River. At thirty minutes past midnight in a position two miles west of Pillar Point, the fateful scene of the foundering of the s.s. Ying King in the memorable typhoon of July, 1908, he observed the s.s. San Cheung of the Canton trade ground, and asking for assistance, Captain Broadbridge promptly shaped a course in the direction of the disabled vessel. A brought his own steamer close up to the San Cheung. Soon communication was established with Capt. McGinty of the latter vessel from whom he learned of the San Cheung's unfortunate plight. Capt. McGinty reported that his steamer's stern tube was damaged, and that she was making a great deal of water, which, at the time of the Hoi Tung's arrival, was above the stokehold plates. Capt. McGinty further reported the necessity for beaching the steamer; that he successfully accomplished.

SAVING THE PASSENGERS.

Attention was at once directed to saving the passengers on board the San Cheung, all of whom were Chinese. They were all transferred in boats to the Hoi Tung, which, having successfully fulfilled her mission, proceeded on her journey, arriving at Hongkong at 3.45 a.m. when information was promptly conveyed to the owners of the San Cheung of their vessel's predicament.

A PASSENGER'S NARRATIVE.

From a Chinese passenger on board the rescuing vessel our representative was able to gather a few more particulars, although there was not much to add to the official report. Our informant said:—"I was a passenger on board the Hoi Tung bound from Kongmun for Hongkong. Shortly after midnight last night when not far from the Brothers I was awakened from my peaceful slumbers by the shrill blasts of a steamer's whistle. I promptly made for the deck and descried through the dim lights of a bright night a vessel on the beach apparently in distress. The captain of our steamer turned the Hoi Tung's nose towards the disabled vessel and soon we were close up to her. The Hoi Tung's boats were quickly lowered and manned and promptly brought alongside the disabled vessel, which was discovered to be the San Cheung. From inquiries it was learnt that, while on the voyage from Canton to Hongkong, she had the misfortune of breaking her tail shaft and water began to rush into the hold through the stern post. The steamer's pumps were set going, but as their size failed to cope with the volume of water which poured in, Capt. McGinty conceived the idea of beaching his vessel. This he did on the sandy beach of Castle Peak.

"The San Cheung signalled for assistance which arrived shortly after midnight with the approach of the Hoi Tung which was making for Hongkong harbour. Our boat took away 100 Chinese passengers. Were there any women? Yes; how many, I cannot now be sure, but I heard that any person has been drowned. We arrived in Hongkong a few minutes before four this morning and landed all the San Cheung's passengers here."

DESPATCH OF THE SALVAGE PARTY.

Salvage operations in connection with the unfortunate vessel were entrusted into the capable hands of the firm of marine engineers, Messrs. Carmichael and Clarke. The two resident partners in the firm left for Castle Peak Bay in the forenoon to-day; they were Mr. H. F. Carmichael and Mr. T. H. G. Brayfield, who took with them divers and fitters besides a quantity of salvage gear, pump, etc. They proceeded on board the Hongkong and Whampoa Dock Co's launch No. 7. An effort will first be made, after ascertaining the extent of the San Cheung's injuries, to plug the hole, when the pumps will be set going to regain the vessel's buoyancy. After being temporarily patched up, the San Cheung will be towed to Hongkong for repairs. Very fine weather is favouring the salvage party in their operations.

THE "BAW CHUANG."

It is a well-known fact that the Baw Chuang is a small, two-masted vessel of 600 tons. She was built in 1904 by the Chinese firm of shipbuilders, Kwan Tak Cheong & Co., Ltd., who are owned by the Chinese firm of Kwan Tak Cheong & Co., Ltd. Her dimensions are 240 ft. by 32 ft. by 12 ft. It was a former steamer, and was built at Canton, where there is a large shipbuilding industry. She was built at Canton, where there is a large shipbuilding industry. She was built at Canton, where there is a large shipbuilding industry.

GREEN ISLAND CEMENT CO. LIMITED.

ANNUAL MEETING.

The twentieth ordinary annual meeting of the shareholders in the above Company was held in the Office of the General Manager, St. George's Building, at 11.30 o'clock this forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1908, declaring a dividend and electing a Consulting Committee and Auditors. Mr. Robert Shewan, President, and there were present Sir Paul Chater, Dr. J. W. Noble (Consulting Committee), Messrs. J. F. Wright, P. C. Potts, A. G. Gordon, W. A. Dowley, A. Babington, A. Moreno, K. Killock, J. A. Young, Chao Leep Chee and L. F. Campbell (Secretary).

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen,—We have now the pleasure to lay before you our report and accounts for 1908, copies of which are in your hands. We propose after making the usual allowance for depreciation of the Company's plant, machinery and building, etc., and placing the nominal amount of one thousand dollars to reserve fund in accordance with the Articles of Association to pay a final dividend of fifty cents per share, making nine per cent. for the year, and carry forward to new account \$3,756.74. The dividend is \$4,000, less than last year when we paid ten per cent. but our sales are actually only \$20,000 less, the other \$20,000 being absorbed by depreciation. As I anticipated at the last meeting we have done a slightly larger turnover and considerably increased our production, but our sales were not so good in their results for one thing our two large local contracts for the Docks were completed, and thus two good outlets for our cement were closed to us. It is pleasant to be able to say that the engineers and contractors for both these important undertakings were entirely satisfied with Green Island Cement, and have given it the highest testimonials for quality. Last year the work of the factory was hampered and interfered with by strikes of the coolies engaged on the cement kilns. They had become very troublesome, refusing to work when they thought fit, and at other times demanding higher wages. In July this calamity fell in all the men at four kilns leaving, and to strangers to take their place, took us two months. Finally, in November, all the men threatened to strike, upon which we decided to let them all go, and to start afresh with an entirely new set. These new men have, of course, taken several months and much trouble to educate, but the lesson appears to have had its effect, and we look for peace in future. Our sales were not affected, as we had plenty of stock on hand, but our output was of course reduced by the loss of so much working time.

Our expenditure during the year on Capital Account has been heavy, but no item has been incurred that was not absolutely necessary. At Macao the principal expenditure was for re-claiming land for mud-drying, for retaining walls necessitated by a land slip, and for a new boiler for the patent dryers. At Hoi Tung there was spent \$40,000 of buildings, and about \$50,000 on plant and machinery made up of a variety of items such as conveyors, cement handling plant, clay loading plant, boiler makers' shop, carpenter's shop, new saw mill, coopers, elevator house for cement bins, etc., etc., too numerous to detail, and no one item very large in itself. The additional outlay on launches and lighters explains itself. We are doing a large business in the harbour and up the river to Canton and Macao, and more tonnage of this kind was badly wanted. I am glad, however, to say that our heavy expenditure on Capital Account is now drawing to a close. It followed naturally on the expansion of our business, and the extension of the works, but our plans for the additional facilities and accommodation required are now almost complete and all we estimate we have to spend this year is about \$50,000 for a second packing house, about \$10,000 for another boiler, and some \$10,000 on sundry small items. At Deep Water Bay we have added a new cement pipemachine which will turn out pipes of cement concrete, at much less cost than our present glazed pipes, as kilns to burn these pipes are not required. Cement pipes are coming greatly into vogue all over the world, and we believe we shall find a good scale for them once the prejudice in favour of the glazed pipe has been overcome. The result of last year's working of this factory is very unsatisfactory, but is not so discouraging as it appears, as it is in great measure the result of our striking a run of bad clay, which rendered the contents of as many as fifteen kilns quite worthless while the wages and expenses of about 3 months were thrown away. At present we are turning out first class pipes, bricks and tiles, the demand for which appears to be increasing, especially from the outside.

In spite, therefore, of the year's result, we have not given up hope of making this department pay its way. I am told that it has been said that we are over-capitalized, but no one who knows anything about cement factories would say this. So far from that being the case the facts are that an equally complete and up-to-date factory could not be installed for what our works and land stand at even if you threw in the land for nothing. The fact is that we appreciate the extent of our installation. It is not by any means the small undertaking it was a few years ago, and I doubt if any single factory in England or the Continent is better equipped or has more modern plant and machinery than we have. The item of stores is, I think, a little high, but it comprises not only ordinary stores, but spare parts and reserve stock for the various mills and other machinery, and these things have to be obtained from Hong Kong and as they are in short supply, it is not surprising that they are a little high.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 3 TO 7 DAYS OCEAN TRAVEL.

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"EMPRESS OF CHINA" SUNDAY, MAY 2ND.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTEAGLE" TUESDAY, MAY 11TH.	A LAN LINER: FRIDAY, MAY 28TH.
"EMPRESS OF INDIA" SUNDAY, MAY 23RD.	
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Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are equipped with vessels of 14,500 tons. Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

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SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oce Class" of 5,000 Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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Corner Pedder Street and Praya (opposite Blake Pier).

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For	Steamship	On
SHANGHAI	"HANGSANG"	MONDAY, 5th April, 4 P.M.
SHANGHAI	"CHUWANG"	THURSDAY, 8th April, 4 P.M.
SHANGHAI	"YUENHANG"	FRIDAY, 9th April, 4 P.M.
MANILA	"YUENHANG"	FRIDAY, 9th April, 4 P.M.
MANILA	"KUTSANG"	TUESDAY, 13th April, 4 P.M.
MANILA	"LUONGSANG"	FRIDAY, 16th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NAMSANG"	TUESDAY, 20th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NAMSANG"	MONDAY, 26th April, Noon.

RETURN TOURS TO JAPAN.

The steamers "Kutsang," "Namsang" and "Luongsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

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Telephone No. 61, Hongkong, 3rd April, 1909.

CHINA NAVIGATION CO., LTD.

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For	Steamers	To Sail
SHANGHAI	"ANHUI"	4th April, Daylight.
AMOI & CHINKIANG	"WUHU"	4th April, Daylight.
MANILA	"TEAN"	8th April, 3 P.M.
SHANGHAI	"CHINHUA"	8th April, 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	9th April, 4 P.M.
AUSTRALIAN PORTS	"CHANGSHA"	9th April, 4 P.M.
WEIHAWEI & TIEN ISIN	"HUICHOW"	10th April, 4 P.M.
SHANGHAI	"CHENAN"	11th April, Daylight.
CEBU & ILOILO	"KAIFONG"	12th April, 4 P.M.
MANILA	"TAMING"	13th April, 3 P.M.
SHANGHAI	"LINAN"	15th April, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

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FAST SCHEDULE TWIN-CREW STEAMERS (Anhui, Chenan, Linan, Chihuan) with excellent passenger accommodation, Electric Light throughout, and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo, and through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai at the French Bund.

Fares including wines—single \$40, return \$70.

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
AFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th April, at Noon.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 17th April, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

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REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	6,000	June/09.
S.S. MANSHU MARU	5,000	August/09.
S.S. AMERICA MARU	6,000	October/09.

For particulars, apply to

K. MATSUDA,

Manager, TOYO KISEN KAISHA, York Building,

Hongkong, 1st April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI, YOKOHAMA AND KOBE.

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above on TUESDAY, the 6th April, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd April, 1909.

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

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(With Liberty to Call at the Malabar Coast.)

S.S. "INDRAMAYO" ... On 26th April, 1909.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 19th March, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLE, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship "GLAMORGANSHIRE"

will be despatched as above on or about the 20th April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 2nd April, 1909.

STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. H. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single journey \$4.

Meals ... \$1.45 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUN ON & CO., LTD.

SHIU ON & CO., LTD.

Hongkong, 1st April, 1909.

HONGKONG AVERAGE MARKET PRIORS.

Corrected at 11 AM, 2nd April, 1909.

BUTCHER MEAT.

Jeef Sirloin & Primecut—Mei Lung Pa ... 20

"Corned—Ham Ngau Yuk ... 20

"Roast—Shiu ... 20

"Brast—Ngau Lam ... 18

"Soup, Tung Yuk ... 15

"Steak—Ngau Yuk Pa ... 20

"Sirlion—Ngau Lau ... 30

"Sausages—Ngau Yuk Chung ... 20

Shillock's Brains—Know ... per set

"Tongue fresh—Ngau Li ... each

"Corned—Ham Ngau Li ... 60

"Head—Ngau Tau ... 80

"Heart—Ngau Sum ... per lb

"Hump, Salt—Ngau Kin ... 15

"Feet—Ngau Kook ... each

"Kidneys—Ngau Yiu ... each

"Tail—Ngau Mei ... 18

"Liver—Ngau Con ... 12

"Tripe (undressed)—Ngau To ... 6

Calves' Head and Feet—Ngau chaitan-kook ... \$1.00

Mutton Chop—Yang Pal Kwai ... 25

"Leg—Yang Pal ... 25

"Shoulder—Yang Shau ... 20

"Pigs' Chittlings—Chi cheng ... 22

"Brains—Chi Kook ... per set

"Feet—Chi Kook ... 11

"Fry—Chi Chak ... 25

"Head—Chi Tau ... 15

"Heart—Chi Sum ... each

"Kidneys—Chi Yiu ... pair

"Liver—Chi Kon ... 24

"Pork Chop—Chi Pal Kwai ... 18

"Corned—Ham Chu Yuk ... 18

"Leg—Chu Pal ... 23

"Fat or Lard—Chu Yau ... 17

Sheep's Head and Feet—Yang Tau Kook ... set

"Heart—Yang Sum ... each

"Kidneys—Yang Yiu ... 0

"Liver—Yang Con ... 24

Sicking Pigs, To Order—Chu Chai ... 20

Suet Beef—Sang Ngau Yau ... 22

"Mutton—Sang Yang Yau ... 22

"Veal—Ngau Chai Yuk ... 20

"Sausages—Ngau Chai Yuk Tong ... 20

POULTRY.

Chicken—Kai Chai ... 32

"Capons, Large, Small—Sin Kai ... 30

"Ducks—Ap ... 22

"Doves—Pan Kau ... each

"Eggs, Hen—Kai Tau ... per doz

"Fowls, Canton—Kai ... 34

"Halcen—Hoi Nam Kai ... 30

"Geese—Ngo ... 18

"Geese, Wild Shanghai—Sheng Hoi Ye ... pair

"Musk Deer—Wong Keng ... each

"Hare—To Chai ... 18

"Partridge—Chi Khoo ... 18

"Pheasant—Shan Kai ... pair

"Pigeons, Canton—Pak Kip ... each

"Hollow—Hollow Pak Kip ... 32

"Quail—Um Chuan ... 11

"Rice Birds—Wo Fa Cheuk ... dozen

"Snipe—Sa Chai ... each

"Turkeys, Cock—Fo Kai Kung ... per lb

"Hen—Na ... 52

"Wild Ducks, Shanghai, Salap ... pair

"Wild Ducks, Salap Ap Chai ... 75

"Wild Ducks Canton—Sang Shing Sai Ap ... per pair

"FISH.

Barbel—Ka Yu ... 14

"Bream—Bin Yu ... 13

"Canton Fresh Water Fish—Hoi Sin Yu ... 14

"Carp—Li Yu ... 19

"Catfish—Obik Yu ... 11

"Codfish—Man Yu ... 14

"Crabs—Hoi ... 20

"Cuttle Fish—Muk Yu ... 15

"Dab—Sa Mang Yu ... 16

"Dace—Wong Mei Lun ... 8

"Dog Fish—Ti To Sa ... 12

"Eels, Canton—Hoi Man Yu ... 14

"Fresh water—Tam Sui Yu ... 14

"Yellow—Wong Sin ... 28

"Frogs—Tien Kai ... 32

"Garoupa—Sak Pan Yu ... 52

"Gardoon—Pak Kip Yu ... 12

"Herrings—Tao Pak ... 18

"Halibut—Cheung Kwan Yu ... 24

"Labrus—Wong Fa Yu ... 18

"Loach—Wu Yu ... 28

"Lobster—Lung Ha ... 25

"Mackerel—Chi Yu ... 10

"Milk Fish—Mon Yu ... 10

"Mullet—Chai Yu ... 21

"Oysters—Sang Hoo ... 20

"Parrotfish—Kai Kung Yu ... 16

"Pike—Ta Loo ... 15

"Pike—Ya Paw Pong ... 9

"Plaice—Pan Yu ... 18

"Pomfret—Black—Hak Chong ... 24

"Pomfret—White—Pak Chong ... 24

"Prawns—Ming Hoi ... 48

"Ray—Pal Pa Sa ... 9

"Rock Fish—Sak Kan Kung ... 16

"Rock Fish—Sak Kan Kung ... 16

"Salmon, (Pike), Fresh Water—Ma Yu ... 18

"Shad—Wong Yu ... 18

"Shrimp—Hoi ... 18

"Sole—Hoi ... 18

"Tilapia—Hoi ... 18

"Trout—Hoi ... 18

"Tuna—Hoi ... 18

"Whiting—Hoi ... 18

"Yellow Perch—Hoi ... 18

"Zander—Hoi ... 18

"Catfish—Hoi ... 18

"Crayfish—Hoi ... 18

"Scud—Hoi ... 18

"Shrimp—Hoi ... 18

"Crab—Hoi ... 18

"Lobster—Hoi ... 18

"Mussel—Hoi ... 18

"Oyster—Hoi ... 18



## COMMERCIAL.

TO-DAY'S QUOTATIONS.	
London—Bank T.T.	118 13/16
Do. demand	118 1/2
Do. 4 months' sight	118 1/2
France—Bank T.T.	218
Do. demand	218
Do. 4 months' sight	218
Germany—Bank T.T.	218
Do. demand	218
Do. 4 months' sight	218
India T.T.	130 1/2
Do. demand	130 1/2
Do. 4 months' sight	130 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	74 1/2
Japan—Bank T.T.	84 1/2
Do. demand	84 1/2
Do. 4 months' sight	84 1/2

4 months' sight L/C.	
London	118 1/2
France	218
Germany	218
India	130 1/2
Shanghai	74 1/2
Singapore	74 1/2
Japan	84 1/2
Do. demand	84 1/2
Do. 4 months' sight	84 1/2

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 3rd at 7.55 a.m.—The barometer has fallen moderately to considerably at the stations around the Eastern Sea owing to the development of a depression over that area. It will probably move towards N.E.  
The depression lying over N. China yesterday has moved away north-eastwards.  
Pressure remains high over S.E. Japan.  
Light or moderate variable winds may be expected in the Formosa Channel, and the N. part of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST DISTRICT.

- 1.—Hongkong and Neighbourhood, Variable winds, light or moderate; fair.
- 2.—Formosa Channel, Variable to N. winds, light or moderate.
- 3.—South coast of China between Hongkong and Loo-choo, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Ship	From	Agent	Date
Forship, Br. s.s., 1,413 T. Lishman, 2nd April—Chinkiang 16th Mar. and Weihaiwei 28th, Gen. and Coal.—J. M. & Co.			
Hongkong, Fr. s.s., 742 A. Cornillien, 2nd April—Haiphong and Hoihow 1st April, Gen.—A. R. M.			
Nord, Br. s.s., 1,145 T. Pion, 2nd April—Laurel and Singapore 24th Mar., Kerosene Oil.—Mr. Geo. McCall.			
Kwangshai, Ch. s.s., 1,536 Wm. H. Hunt, 2nd April—Canton 2nd April, Gen.—C. M. S. N. Co.			
Macao, Br. s.s., 4,276 G. W. Long, 3rd April—Liverpool via Ports 21st Feb., Gen.—B. & S.			
Cheong Shing, Br. s.s., 1,256 W. McClymont, 3rd April—Canton 2nd April, Gen.—J. M. & Co.			
Glenlogar, Br. s.s., 3,908 McGregor, 3rd April—London via Ports 10th Feb., Gen.—McG. Bros. & Co.			
Chihli, Br. s.s., 1,245 J. Warrack, 3rd April—Hoihow 2nd April, Gen.—B. & S.			
Messico, Ch. s.s., 1,334 J. McArthur, 3rd April—Shanghai 31st Mar., Gen.—C. M. S. N. Co.			
Myria, Ger. s.s., 4,300 Kojie, 3rd April—Shanghai 31st Mar., Gen.—H. A. L.			

## Clearances at the Harbour Office.

Ship	To	Agent
Delhi, for Swatow.		
Delhi, for Khabo.		
Nord, for Ningpo.		
Typhoon, for Bilston.		
Laiyang, for Singapore.		
Anhui, for Shanghai.		
Korai, for Bangkok.		
Chongshing, for Swatow.		
Anhui, for Hongkong.		
Wing, for Amoy.		
Borneo, for Kudat.		
Anara, for Saigon.		
Glenlogar, for Shanghai.		
Dalhin, for Swatow.		

## Departures.

Ship	To	Agent
Delhi, for Europe.		
Wakamatsu, for Wakamatsu.		
Banader, for Nagasaki.		
Takashi, for Bombay.		
Chihli, for Bangkok.		
Forship, for Canton.		
Persepolis, for Japan.		
Korai, for Bangkok.		
Typhoon, for Macassar.		
Laiyang, for Calcutta.		
Amigo, for Hongkong.		
Andromeda, Br. cruiser, for Home.		

## Passengers arrived.

Per *Macassar*, from Singapore—200 Chinese.

Per *Chihli*, from Hoihow—Mr. C. R. Harrison.

Per *Myria*, from Shanghai—Mr. Müller.

## Passengers departed.

Per *Delhi*, for Singapore, &c.—Mr. Twine, Mr. and Mrs. List, Mr. and Mrs. Scholts, Mr. Trevor, Mr. and Mrs. B. St. John, Mrs. and Miss Dougherty, Mrs. Huston, Messrs. A. B. Skottowe, 1st Sib. Ton, Lai Kwong Sang, Brand, Yoshimura, Capt. Barker, General Dill, Mr. and Mrs. Taylor, Capt. Vandeleur, Mr. C. Watling, Mr. and Mrs. Syong, Messrs. Zimmerman, Higgins, H. C. Batticombe, F. G. Heape, Miss Thomas, Messrs. C. H. Harris, and Mrs. Mackintosh, D. Reid, Kutar, Kohle, Mr. and Mrs. Gibbons, Mr. Thomas and family, Inspector Cameron and family, Messrs. Shoo, Ng Chin Choo, Cheng Wan, Wong Shin Tong, Master Byland, Miss Reeves, Mr. and Mrs. Bolger and child, Messrs. M. Forbes, Brennan, Whitaker, and family, Mrs. Jack, Mr. Wade, Capt. R. G. Raikes, Mr. Daw, Mrs. Vicijs and child.

## Shipping Report.

Str. *Macassar* from Liverpool via ports—Light moon on low weather.

## VESSELS IN PORT.

Amara, Br. s.s., 1,561, Matlock, 2nd Mar.—Hoihow 30th Mar. Coal.—M. B. & Co.

Blak Thuan, Fr. s.s., 984 Ribault-Lagane, 30th Mar.—Salon 24th Mar. Paddy and Borneo, Ger. s.s., 2,468 T. Sembli, 28th Mar.—Sundakar and Mar. Logi.—M. & Co.
Bujon Maru, Jap. s.s., 1,304 F. Posen, 31st Mar.—Swatow 30th Mar. Gen.—O. S. K.
Carl Diederichsen, Ger. s.s., 774 J. Kayser, 31st Mar.—Haiphong and Hoihow 29th Mar. Gen.—J. & Co.
Chunyang, Br. s.s., 1,415 W. E. Siewer, 2nd April—Sourabaya 21st Mar. Sugar.—J. M. & Co.
Dalhin Maru, Jap. s.s., 890 Y. Kaburaki, 31st Mar.—Swatow 30th Mar. Gen.—O. S. K.
Devonport, Ger. s.s., 1,055 F. Rehwald, 30th Mar.—Bangkok 28th Mar. and Swatow 30th, Rice and Wood.—B. & S.
Empress of Japan, Br. s.s., 3,039 H. Pybus, R.M.S., 19th Mar.—Vancouver 24th Feb. and Shanghai 16th Mar. Malls and Gen.—C. P. R. Co.
Erroll, Br. s.s., 2,889 L. James, 28th Feb.—Bangkok 21st Feb. Ballast.—D. & Co., Ltd.
Glenlogar, Br. s.s., 3,350 H. R. L. Holman, 22nd Mar.—Shanghai 19th Mar. Gen.—C. P. R. Co.
Glora, Am. s.s., 140 Reiges, 30th Mar.—Manila 27th Mar.—Barker & Co.
Helios, Nor. s.s., 122 Andersen, 2nd April—Bangkok 12nd Mar. Rice.—Aagaard, Thorsen & Co.
Japan, Br. s.s., 3,806 J. G. Olfen, 2nd April—Calcutta 17th Mar. via Penang and Singapore 28th, Gen.—D. S. & Co., Ltd.
Laertes, Br. s.s., 1,340 D. O. H. Frampton, 29th Mar.—Salon 24th Mar. Rice, Meal and Gen.—We Fat Sing.
Lothian, Br. s.s., 3,123 W. J. Lockhart, 16th Mar.—Singapore 10th Mar. Gen.—D. & Co., Ltd.
Mandal, Nor. s.s., 1,194 Erickson, 28th Mar.—Thorsen & Co.
Mathilde, Ger. s.s., 831 A. P. Ulderup, 2nd April—Haiphong and Hoihow 31st Mar. Rice and Pigs.—J. & Co.
Stettin, Br. s.s., 1,340 C. Sangster, 18th Mar.—Fochow 17th Mar. Kerosene.—Mr. Geo. McCall.
Tean, Br. s.s., 1,346 A. W. Outerbridge, 2nd April—Manila 30th Mar. Sugar, Hemp and Gen.—B. & S.
Tony Maru, Jap. s.s., 7,265 E. Bent, 23rd Mar.—San Francisco 16th Feb. Honolulu 5th Mar. Yokohama 27th, Kobe 18th, and Nagasaki 20th, Gen.—T. K. K.
Teinatu, Ger. s.s., 1,002 Fr. Bücking, 31st Mar.—Bangkok 22nd Mar. Rice.—B. & S.

## SAILING VESSELS.

Lyndhurst, Br. bark, Parnell, 14th Sept.—Bangkok 25th Aug. Case Oil.—S. O. Co.

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Swatow, Amoy and Tamsui—Per <i>Dalhin</i> Maru, 4th April, 9 a.m.		
Nagasaki, Kobe and Yokohama—Per <i>Macassar</i> , 4th April, 9 a.m.		
Shanghai—Per <i>Glenlogar</i> , 4th April, 5 p.m.		
Haiphong—Per <i>Thuan</i> , 5th April, 11 a.m.		
Singapore and Colombo—Per <i>Myria</i> , 5th April, 11 a.m.		
Swatow—Per <i>Halmau</i> , 5th April, noon.		
Shanghai—Per <i>Yatting</i> , 5th April, 3 p.m.		
Shanghai, Yokohama, Kobe and Moji—Per <i>Japan</i> , 6th April, 11 a.m.		
Swatow, Amoy and Fochow—Per <i>Haiyang</i> , 6th April, 11 a.m.		
Singapore—Per <i>Playway</i> , 6th April, 3 p.m.		
Singapore, Penang and Colombo—Per <i>Atula</i> Maru, 6th April, 5 p.m.		
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per <i>Tony Maru</i> , 7th April, 10 a.m.		
Penang, India, via Tuticorin—Per <i>Prins Ludwig</i> , 7th April, 11 a.m.		
Swatow, Amoy and Fochow—Per <i>Haiching</i> , 9th April, 11 a.m.		
Manila—Per <i>Yanang</i> , 9th April, 3 p.m.		
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per <i>Changsha</i> , 9th April, 3 p.m.		
Manila—Per <i>Zafra</i> , 10th April, 9 a.m.		

## CHINA COAST METEOROLOGICAL REGISTER.

April 2nd, 1908, a.m.

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## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADONIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>						
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$15,000,000 }	\$2,006,231	{ Final of 2s and bonus of 5/- for 1908 @ ex 1/8 = \$26.024 .....
National Bank of China, Limited .....	99,915	£7	£8	{ £4,000 £150,000 }	\$10,223	\$2 (London 3/6) for 1903 .....
<b>MARINE INSURANCES.</b>						
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$232,757 \$111,000 £185,000 }	none	\$14 for 1907 .....
North China Insurance Company, Limited .....	10,000	£15	£5	{ Tls. 150,000 Tls. 303,747 Tls. 118,277 \$1,000,000 }	Tls. 160,512	Final of 7/6 making 15/- for 1907 .....
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	{ \$200,000 \$374,478 £129,695 \$1,000,000 }	\$2,506,021	{ Final of 15/- making 34/- for 1906 and interim of 5/- for 1907 .....
Yangtze Insurance Association, Limited .....	12,000	\$100	\$50	{ \$1,000,000 \$374,478 £129,695 \$1,000,000 }	\$501,761	\$12 and bonus 5/- for 1906 .....
<b>FIRE INSURANCES.</b>						
China Fire Insurance Company, Limited .....	10,000	\$100	\$10	{ \$1,000,000 \$118,608 \$13,502 }	\$375,341	\$6 and bonus 2/- for 1907 .....
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$118,608 \$13,502 }	\$368,711	\$27 for 1907 .....
<b>SHIPPING.</b>						
China and Manila Steamship Company, Limited .....	30,000	\$25	\$24	{ \$7,000 \$264,638 \$99,067 }	\$1,035	\$1 for 1906 .....
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$150,000 \$507,100 \$79,427 £121,344 }	Nil.	\$24 for year ending 30.6.1908 .....
Hongkong, Canton & Macao Steamship Co., Ltd. ....	80,000	\$15	\$15	{ \$150,000 \$507,100 \$79,427 £121,344 }	\$30,279	Final of 1 1/2 making 2 1/2 for 1908 .....
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £10,000 £240,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/10 = \$5.154 .....
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 £720,000 £100,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908 ..
"Shell" Transport and Trading Company, Limited ..	1,000,000	£1	£1	{ £1,000,000 \$5,000 \$47,231 }	£68,817	Second interim of 1/- for a/c 1908 .....
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	{ \$1,000,000 \$5,000 \$47,231 }	\$98	{ \$1.00 for year ending 30.4.1908 .....
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	{ Tls. 481,479 Tls. 44,100 Tls. 8,000 Tls. 7,000 }	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908 ..
<b>REFINERIES.</b>						
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$250,000 \$56,848 }	Dr. \$5,838	\$5 for year ending 31.12.08 .....
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ \$250,000 \$56,848 }	Dr. \$155,813	Nil .....
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 9,273	Tls. 3 1/2 for year ending 31.8.07 .....
<b>MINING.</b>						
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £175,000 £12,289 }	£11,556	{ Final of 1/6 (coupon No. 11) for year end- ing 30.2.08 .....
Robt Australian Gold Mining Company, Limited ..	50,000	£1	£1	{ £4,872 }	Dr. £2,191	No. 11 of 1/6 = 48 cents .....
<b>DOCKS, WHARVES &amp; GODOWNS.</b>						
Fenwick (Gen.) & Co., Limited .....	18,000	\$25	\$25	{ \$49,906 }	Dr. \$7,491	\$1.75 for year ending 31.12.08 .....
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$10	\$10	{ \$50,000 £20,806 \$40,000 }	\$30,102	Final of 1 1/2 making 3 1/2 for 1907 .....
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$100,000 \$9,197 }	\$387,078	Final of 1 1/2 making 3 1/2 for 1908 .....
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 }	Tls. 33,742	{ Interim of Tls. 24/- for 6 months ending 31st October, 1908 .....
Shanghai and Hongkong Wharf Company, Limited ..	35,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 50,000 Tls. 235,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908 .....
<b>LANDS, HOTELS &amp; BUILDINGS.</b>						
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 }	Tls. 6,531	Tls. 6 for 1907 .....
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	{ \$50,000 }	Dr. £1,230	\$24 for year ending 31.12.08 .....
Central Stores, Limited .....	50,193	\$15	\$15	{ \$1,000 \$568,075 \$13,902 }	21,411	\$2 on odd and 60 cents on first new issue.
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$1,000 \$568,075 \$13,902 }	\$295	Final of 1 1/2 making 3 1/2 for 1908 .....
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	{ \$250,000 \$21,172 }	\$26,475	Final of 1 1/2 making 3 1/2 for 1908 .....
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	{ \$1,000 \$21,172 }	\$5,86	60 cents for 1908 .....
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	{ \$1,000 \$21,172 }	\$278	60 cents for 1908 .....
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 1,123,045 Tls. 311,000 }	Tls. 142,404	{ Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908 .....
West Point Building Company, Limited .....	12,500	\$50	\$50	{ \$1,000 }	\$1,968	Final of 1 1/2 making 3 1/2 for 1908 .....
<b>COTTON MILLS.</b>						
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 }	Tls. 8,820	Tls. 5 for year ended 31.12.08 .....
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ Tls. 45,939 \$20,000 }	\$9,553	50 cents for year ending 31.7.08 .....
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ended 31.06 (8 1/2) .....
Laon-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 4,229	Tls. 4 for 1908 .....
Boy Chee Cotton Spinning Company, Limited .....	1,000	Tls. 500	Tls. 500	{ Tls. 31,172 }	Tls. 15,911	Tls. 50 for 1907 .....
<b>MISCELLANEOUS.</b>						
Bell's Asbestos Eastern Agency, Limited .....	6,504	£12 1/2	£12 1/2	{ £1,500 \$25,000 }	£648	{ 1/20 p per share for 1907 = \$1.037 \$1.20 for 1907 .....
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ \$1,500 \$25,000 }	Nil.	50 cents for year ended 31.2.06 .....
China Light and Power Company, Limited .....	50,000	\$10	\$10	{ \$1,500 \$25,000 }	10,138	80 cents for 1908 .....
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	{ \$1,500 \$25,000 }	\$3,407	\$1.50 for year ending 31.7.08 .....
Daly Farm Company, Limited .....	40,000	\$7 1/2	\$6	{ \$8,000 }	\$48	Interim of 40 cents for account 1908 .....
Green Island Cement Company, Limited .....	400,000	\$10	\$10	{ \$12,000 \$5,000 }	\$5,078	75 cents for 9 months ending 31.12.07 .....
H. Price & Company, Limited .....	12,000	\$10	\$10	{ \$12,000 \$5,000 }	\$251	\$2 for year ending 28.2.08 .....
Hall & Holt, Limited .....	21,000	\$20	\$20	{ \$18,000 }	\$8,957	\$1 and bonus 20 cts. for year ending 30.2.08 ..
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	{ none }	\$9,321	Final of 1 1/2 per share making 5/- for 1908 ..
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$150,000 \$10,000 }	\$7,616	Final of 1 1/2 per share making 5/- for 1908 ..
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	{ \$10,000 }	\$8,90	{ 1st Quarterly div. of Tls. 12/- for account 1909 .....
Manschapji tot Mij, Bosch en Landbouw- exploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 47,500 Tls. 63,114 }	Tls. 116,672	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08 ..
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ \$10,000 }	\$7,471	None .....
Peak Tramways Company (new) .....	50,000	\$10	\$10	{ none }	£18,640	Final of Tls. 4 making Tls. 7 1/2 for 1907 .....
Philippine Company, Limited .....	75,000	\$10	\$10	{ none }	Tls. 6,603	Final of Tls. 5 making Tls. 8 for 1908 .....
Shanghai Gas Company, Limited .....	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 24,820 Tls. 75,000 }	Tls. 5,250	Final of 1 1/2 making 3 1/2 for 1907 .....
Shanghai Waterworks Company, Limited .....	18,350	£20	£20	{ Tls. 100,000 }	Tls. 58,123	Final of 1 1/2 making 3 1/2 for 1907 .....
South China Morning Post, Limited .....	6,000	\$25	\$25	{ none }	Dr. \$56,622	None .....
Steam Laundry Company, Limited .....	20,000	\$5	\$5	{ none }	\$26	40 cents for year ending 31.5.08 .....
Thoslin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,255 Tls. 4,000 }	Tls. 201	Tls. 6 1/2 for year ending 30.4.07 .....
Union Waterboat Company, Limited .....	50,000	\$10	\$10	{ Tls. 4,000 }	\$172	60 cents for year ending 31.12.08 .....
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	{ \$15,000 }	\$7,850	80 cents on 9,000 ord. shares and \$10.40 on 100 Four d. shares for yr. end. 31.5.07 ..
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	{ \$300,000 \$25,000 }	\$6,418	Interim of 30 cents a/c 1908 .....
William Powell, Limited .....	15,000	\$7	\$7	{ none }	\$3,05	Final of 30 cts. making 60 cts. for the year ended 30th June, 1906 .....

\* These shares are entitled to half of the profits

## Intimation.

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL ₱5,000,000.

"LA FLOR DE LA ISABELA"  
High grade cigars manufactured with the most selected leaf grown in the estates of the  
Company.

## SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira,  
Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos,  
Reina Victoria, High Life, Londres Finos, Conchas Finas, and other  
Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.

## O. C. MOOSA,

1 &amp; 8, D'AGUILAR STREET

Telephone:  
482.Telegrams:  
"Cyclometer."

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.

## LACE SCARFS, MOTOR VEILS

IN  
VARIOUS COLORS.

## MOUSQUETEIRE GLOVES

IN  
WHITE, BLACK & COLORS.WOOLEN DELAINES, NUNSVEIL-  
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S  
UNDERCLOTHINGS.Samples on application. Coast  
Port orders carefully executed.

Hankow, 26th September, 1908. 137

D. NOMA,  
PROFESSIONAL TATTOOER.THE EXPERT REMOVER OF TATTOO  
MARKS,  
No. 60 QUEEN'S ROAD, CENTRAL.PATRONISED by Prince of Wales, then  
H. R. H. The Duke of York, and  
H. R. H. The Emperor of Russia, and having  
4,500 testimonials from all sources.My 34 years' experience in tattooing is a  
guarantee of good work and prompt execution.  
My colours are absolutely fast and perfectly  
harmless, and produce a charming effect on  
the skin. No matter what may be the cause for the  
removal of a tattoo, it is removed without any  
pain or inconvenience. In tattooing unlike some  
species of engraving, care must be taken to  
have the work done in a perfect, fine toned  
manner. In order to take special precaution  
against possible dangers, I use fresh materials  
daily.The copying of Portraits with distinct  
outline is a specialty.  
Hankow, 1st September, 1908. 136THERAPION MAY NOW ALSO BE OBTAINED  
IN DRAGON (TATTOO) FORM.A BROKEN-DOWN SYSTEM  
This is a condition for disease to which doctors  
give many names, but which few of them really  
understand. It is simply weakness or broken-down  
as it were, of the vital force that sustains the sys-  
tem. No matter what may be its cause (for they  
are almost numberless), its symptoms are not the  
same; the most prominent being sleep-  
lessness and loss of energy for all the  
activities of life. Now, what is the absolute  
remedy in such cases? It is increased vitality—  
VITAL STRENGTH & ENERGY  
to throw off these morbid feelings, and ex-  
prove that a night's sleep is the day's life or  
more certainly secured by a course of  
THE NEW FRENCH REMEDY  
THERAPION No. 3  
than by any other known combination. So surely  
as it is taken in accordance with the printed  
directions accompanying it, the shattered  
health is restored.THE EXPIRING LAMP OF LIFE  
IS LIGHTED UP AHEAD.  
This is a condition for disease to which doctors  
give many names, but which few of them really  
understand. It is simply weakness or broken-down  
as it were, of the vital force that sustains the sys-  
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THE NEW FRENCH REMEDY  
THERAPION No. 3  
than by any other known combination. So surely  
as it is taken in accordance with the printed  
directions accompanying it, the shattered  
health is restored.CONTINENTAL  
AND  
HOME RATES.

## IMPORT AGENTS

FOR

Motor Cars,

Cycles,

Launches,

Automobiles.

DRAGON CYCLE  
DEPOT,

HEAD OFFICE and SHOW

ROOMS,

33-35, Des Vaux Road, Central,

Hongkong.

## LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND  
CIGARS, CIGARETTES

## TOILET REQUISITES

FOR SALE

12, D'AGUILAR STREET,

HONGKONG.

## AN APPEAL

THE SUPERIORITY OF THE ITALIAN  
CONVENT GAIN ROAD, 1899, shows  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state  
that the will be pleased to receive orders for  
all kinds of NEEDLE WORK.Gentlemen's Shirts made to Order, and Collars  
and Cuffs renewed on old ones.Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.The Superiority will also be most grateful  
for any FAVORABLE ENVOI to be made  
and for the kind interest of the Press in their  
who are engaged in the same.

Hankow, 26th September, 1908.